

The National *Falcon* News



J.R. and Pat Freer
Greenwood, Delaware
1966 Custom Falcon
Hot Wheels



MARCH 2007

Cover:

J.R. Freer of Greenwood, Delaware has had this "one of a kind" custom Falcon for ten years. It took four and a half years to build, with lots of help from family and friends.

The Falcon took Best of Show at the Nashville National Meet in 2002. J.R. and his wife, Pat, have "lots of fun with the kids" in the Falcon. Read more about this unique car beginning on page 8 of this issue.

Think your Falcon should be featured in *The National Falcon News*? Send photos and stories to the Editor at the address on page 3.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wccrosby62@sbcglobal.net.

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Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter

Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California Falcons

Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA

3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave. 7:00
PM
559-322-0108

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat — monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(763)-420-3050

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 265-3301

Virginia Falcons Richmond, VA

2nd Sun. even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

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I would like to review some of the benefits of belonging to the Falcon Club of America, the best car club in the country.

FRIENDSHIP: There isn't another car club out there where you will find more friends. Falcon Club members are always willing to lend a hand or part as needed. We have over 40 local chapters of the Falcon Club of America. If there is one near you, join in on the fun of belonging to a local chapter. If you're interested in starting a chapter, contact the Chapter Coordinator, Mary Wagner.

NEWSLETTER: Every month members receive *The National Falcon News*, the award winning publication of the Falcon Club of America.

TECHNICAL ADVICE: Tech Tips are published regularly in *The National Falcon News*. Bruce Wolfe, Head Tech Advisor and his group of Tech Advisors are always ready to assist.

NATIONAL CONVENTION: The Falcon Club of America has held a National Convention for the past 27 years hosted by local Chapters around the country. The best way to describe this annual event is like attending a large family reunion. The convention is a good place to meet new friends and locate those much needed Falcon parts; not to mention see some great looking Falcons.

REGIONAL MEETS: Last year local Chapters hosted five Regional Meets around the country. This year there are also five Regional Meets planned.

VENDOR INFORMATION: Vendors advertise in our National Falcon News and many of the vendors work closely with the club and local chapters with sponsorships and reproduction of Falcon parts.

These are just a few of the benefits of belonging to the best car club in the country, the Falcon Club of America. When you're out showing your Falcon, let everyone know what a great car club you belong to, invite them to your next meeting/event and encourage them to join the FCA.

Remember there are only four months left before the Falcons Fly North to the 28th FCA National Convention hosted by the Northland Chapter in Minnesota. Don't forget to send in your registration and contact the hotel for accommodations. It's shaping up to be a great show!

Chuck and Carolyn

Editor's Note

Thanks to all who sent in their entries for the 2007 Falcon Photo Contest. We received over 60 entries, and although they haven't been opened or looked at yet, judging by the size and weight of the envelopes, there are lots of great photos and stories there! The judges will meet this spring, and the First Place Winner will receive a free one year membership to Flickr, a photo sharing website. Check out Flickr at www.flickr.com. Their photos will also be featured on the June 2007 cover and in the magazine, just in time for the 28th Annual Falcon Convention in Minneapolis.

If you haven't signed up for the meet yet, do so soon. The folks in Minnesota are waiting to show you a good time.

—Wendy

My name is Ron Snyder and my wife Leslie is a new member (#12756) in the Falcon Club of America. After reading the February issue of *The National Falcon News*, and seeing you are looking for new member features, I decided to write. Leslie's story begins in 2004 during a visit to the local grocery store in our town of Lititz, Pennsylvania.

She noticed a little old lady walking over to what my wife called "a cute little car" and asked her if she could help her with the groceries. After loading the goods, Leslie asked her if she would take her phone number and call her if she ever decided to sell the car. The old lady turned with a twinkle in her eye and said, "OK but I have to tell you I have a whole stack of phone numbers at home."

After returning home and telling me about the encounter, I asked what kind of car it was. Leslie said "I don't know, but it was cute." After a little more prying, she said "I think it was a Fairlane but I'm not sure." Since I am a member of the Fairlane Club of America myself, it piqued my interest. However as time passed and we had no further contact it was forgotten.

Fast forward ahead to 2006. On a fall Saturday evening the phone rang. A gentleman asked if Leslie remembered talking to an older lady about buying her car. When I asked her, she ran to the phone and told them she did. After a short conversation, Leslie told me the caller was the little old lady's nephew and she has decided to stop driving and sell the car. Would we still be interested in coming to look at it?

Being the owner of a classic car myself, how could I say no? Upon arriving, we found a beautiful 1963 Falcon two door sedan that this 99 year old woman had purchased new. She told us it had always been garaged and never driven in bad weather. She continued saying she hadn't been married, didn't have any children and that the rear seat was never sat in. She said that the Falcon was driven



Original owner, Anna, 99 years old, with the Falcon before Leslie drives it home.

“On a fall Saturday evening
the phone rang...”



Leslie and the Falcon, manufactured three days before she was born!

about 2,000 miles a year, every year, which accounted for the 99,000 miles on the odometer. It still had the current inspection sticker on the windshield. Although it wasn't low mileage, because of the care it received the condition was unbelievably good. She also told us she waxed it every year, including the door jams and trunk drain channels. The original paint was near perfect and the chrome did not have a single pit. She told us then that we were the first one of the many phone numbers that they called. When my wife asked her how they picked us from the stack of names she had, we were told all the other phone numbers started with 665. Since ours was the only one that started with 664, they called us first. Her only requirement was that she had to know if I was a car dealer who just wanted to resell the car. After reassuring her we were collectors and it would be a keeper, the purchase was made later that same week. My wife asked "Anna" to pose for a picture with the car before we drove it away.

After finishing a complete brake job and replacing all the shocks, the car drives like a dream. The color is Honey Beige and the interior is Light Gold Metallic Crush Vinyl with Gold Ladder Body Cloth. It still has the original 144 cu. in. six cylinder engine and two speed Fordomatic Transmission. The rear axle ratio is 3.50:1 and it was built in the Metuchen assembly plant.

We have already put over 2,000 miles on the car the short time we've had it. My first car was a 1962 Falcon which I still have fond memories of. One of the most interesting things to my wife was the year of the car. She was born in 1963, the same year the car was built. After researching the numbers, we found the story to be even more amazing. Not only were Leslie and the Falcon "born" in the same year, but the car was built April 25, 1963, just three days before my wife was born. We also found the consecutive number of the car to be interesting close to the number on my classic Fairlane; the Falcon is 161003 and my 1966 Fairlane GT convertible is 160003.

Needless to say we are looking forward to this spring so we can cruise in our cars together.

—Submitted by Ron Snyder



John Vannatta of Leonardtown, Maryland is the third owner of this 1963 Falcon Ranchero, although he is only the second to drive it.

John is a Ford truck collector with a collection of all sizes, ranging from a 1931 Model A pick-up to a 1959 Ford F80D. His first car was a 1964 Falcon Ranchero, and he writes, "I have always had a soft spot in my heart for these vehicles."

Throughout the years, John has owned five Rancheros. The 1963 in the photo was purchased new in his hometown of Narrowsburg, New York, from the same dealer that his first car was bought from.

The basic restoration of this car was done by a friend of John's who never completely finished the car or licensed it.

"I have always been partial to the 1963's, and when this car became available, I was quick to buy and finish it."

John has owned the car since 1999. It is completely stock and "a great car to drive. The Ranchero allows me to participate in car shows and still be a truck nut!"

NEW MEMBER FALCON FEATURES

Are you a new member of the Falcon Club of America? Send us some photos of your Falcon (and you!) for publication in *The National Falcon News*. Mail photos and stories to the Editor at the address on page 3, or email your text and high resolution digital images (300 dpi at 4x5 inches) to wcrosby62@sbcglobal.net.

Tell us how you found your Falcon and how you heard about the Falcon Club of America!

Welcome to Leslie Snyder and John Vannatta and thanks for sending in your stories.

—Ed.



Leslie and Ron are looking forward to cruising together.

Classified Advertising

Falcons For Sale

1960 Falcon 2 door, blue, body good, engine, transmission and rear rebuilt. Second place Great Race winner, 2005, see cover and story in *The National Falcon News*, August issue 2006. Asking \$4,000. Brian, 484-883-4198 or natgomez@briangomez.com. Exton, PA.

1963 Futura Convertible. 6 cyl automatic new red paint, all new rubber, top. Needs to be finished. Call for details and pictures \$4000. Call Dale, 615-289-4748 or 615-264-3827 or thefalconman@comcast.net. TN.

1963 Ranchero; 260 V8, 4 speed stick. Professionally rebuilt carb, alternator conversion, new radiator, and gas tank boiled out. Good driver with decent interior and moderate rust, floor pans repaired. \$2995, OBO. Jim Bennett, CO. 303-232-

5205 or 303-241-7862 or merjimeric@comcast.net for pictures.

1963 Ranchero. 6 cyl, 3 speed originally. Rolling body, needs quarters repair. Call Dale, 615-289-4748 or 615-264-3827 or thefalconman@comcast.net. TN.

1963 Falcon convertible. Needs restoring. Good interior, new tires, new brakes, 6 cyl and auto electric top. All trim included \$1500. Deltaville, VA, Roger Malick 804-776-7246 or JMalick568@aol.com.

1963 Falcon 2-door sedan. 170 cu. in., 3-speed transmission. Needs restoring \$600. Deltaville, VA, Roger Malick, 804-776-7246 or JMalick568@aol.com.

1964 Sprint Hardtop 4 speed, complete car very little repair to body needed. Original Blue in and out. Call for details or pictures. \$4000. Call Dale, 615-289-4748 or 615-

264-3827 or thefalconman@comcast.net. TN.

1964 Deluxe Ranchero; 260 V8, 3 speed stick shift. Rebuilt motor, transmission, clutch, radiator, new interior, brakes, tires and more. It's a great driver and needs only paint to be an excellent truck. \$3995. Lenny Kellogg, 970-593-1964 or email me at lenkellogg@lpbroadband.net. CO.

1965 Falcon Sprint. Two door automatic with power steering, 289 V8 and white exterior. Interior is sharp with new upholstery. \$6,300. OBO. Please contact for additional photographs or information. Roberto Moran, 210-408-6621 or morannaredo@yahoo.com. TX.

1965 Falcon Sedan Delivery, V8, rolling chassis. Rust abounds, buildable. Title pending. Have extra used sheet metal parts. \$2000 OBO. George, 817-457-6410 TX.

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: * 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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1928-79 FORD TRUCK
1955-66 THUNDERBIRD STREET ROD



1521 Dogwood Drive
Conyers, Georgia

Phone: 770-761-6800
Fax: 770-761-5777

1965 Ranchero S.E. Bad rust, no interior. 6 cyl. stick, good dash plastic, hood and front fenders. Does not run. Chrome trim except driver's door. Jim, 713-645-1218, home after 3PM, CST. Cell: 713-306-2843. Houston, TX.

1966 Falcon Futura 2 door sedan, 6 cyl. automatic. Original owner with papers. Just had rust removed and repainted the original

color, Springtime yellow. Good running condition, interior needs some work. Approx. miles 64,500. Asking \$3000. I want a good home for this car. Jim, 845-356-0595 or jwvhelms@optonline.net. Monsey, NY.

1966 Ranchero. Very rare with these options: 289, auto., p/s, p/b, remote mirror,

padded dash, in-dash air, factory bucket seats. Drive anywhere. \$3250. Might trade for sedan of equal or close value. Picture in June-July issue. Have another Ranchero, don't need two. Ezra Wingfield, 501-316-0997, AR.

1967 Falcon Futura 4-door sedan. 83,300 original miles, 200 cubic inch, C-4 transmission. New radiator, new fuel pump, 4 new radial tires with less than 500 miles of wear. Good mechanical condition. Needs paint \$1000. OBO. Deltaville, VA, Roger Malick, 804-776-7246 or JMalick568@aol.com.

1968 Falcon, 2 door sedan, 170 cid, 6 cyl., 3 speed, 33610+ original miles, second owner. Interior excellent, runs and looks great! \$5000. OBO. Contact Lee Ridge at 419-929-1431. New London, OH.

Falcons Wanted

1962 Falcon Squire (four-door wagon) with bucket seats. Must be rust free and in "turn-

-Continued on page 10

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JR

Freer of Greenwood, Delaware doesn't do anything halfway. He wanted "something different,"

when he decided to restore a Falcon, so he took a 1966 four door station wagon and made it into one of the hottest Falcons to come on the scene in the last several years.

J.R. has owned this "Hot Wheels" Falcon for ten years; it took four and a half years to create this one-of-a-kind custom classic. He took the original four door wagon, a 1967 wagon for extra parts, and a donor two door 1968 Falcon for the long door and post and began to realize his vision of this Falcon work of art.

J.R. and his wife, Pat, emphasized that this Falcon is a "family and friends" project, in the true spirit of the Falcon Club of America's mission to preserve the Falcon automobile, in whatever form. His mother-in-law sewed the interior, a niece and granddaughter helped with the interior and stencil work for the flames and various friends helped with different aspects of the restoration. In fact, you can hardly call it a "restoration," it really is a "creation," unique and beautifully fun. The only things he "farmed out" were the exhaust, hood scoop and machine work. When it came time to draw the flames on the car, J.R. said he and his friend, Josh, just did it freehand on the car, and if they didn't like the way it came out, they did it over. They ended up re-doing the flames "a couple of times."

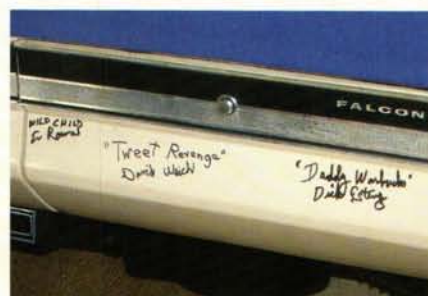
The engine is a 429, bored 30 over with ported heads and a 2800 stall converter and C-6 transmission. The interior is free form palm trees in a



J.R. and Pat Freer of Greenwood, Delaware have a great time in their Hot Wheels Falcon, driving it everywhere, at a very rapid rate of speed, apparently.



J.R. FREER



J.R. is always making improvements—new undercarriage neon lighting is very cool.



Keeping the spirit of "The Race to Indy," J.R. had Ev Rouse (Wild Child), David Weich (Tweet Revenge) and Dick Estevez (Daddy Warbucks) sign his dash at the 2006 National Meet. He planned to varnish it when he got home so they are a permanent part of the car.



The Best of Show Falcon from Nashville traveled to Indy with them. The palm trees were done with foam padding, layered and covered with the material.

—Continued on page 20

Classified Advertising (con't)

—Continued from page 7

key" condition. Cash waiting. Don Bougher, PO Box 5108, Salem, OR 97304 or e-mail rainbow.farms@att.net.

Parts Wanted

Wheelwell trim, AC unit and rear bumper for 1967 Falcon. Please contact Skip Mutchler at 815-730-9060. Shorewood, IL.

Parts Wanted: For 1962 Falcon sedan delivery—original divided front seat with original upholstery from a sedan delivery or a two-door station wagon. Also sales literature specific to the sedan delivery (color photo copies are an alternative), parts catalog and shop manual covering 1962 Falcons. Don Bougher, PO Box 5108,

Salem, OR 97304 or e-mail rainbow.farms@att.net.

Wanted: I am splitting my manifold for dual exhaust and I need a cast iron exhaust flange. Muffler shops used to have these. Don Mangan, 616 Birch Ave., San Mateo, CA 94402. 650-740-7536.

Wanted: I have a 277 transmission in my 1961 Falcon that I would like to replace with a 303 toploader. Would anyone be able to tell me what kind of modifications I would have to make to put this transmission in my car? Mark, 406-376-3163 or mak3@ttc-cmc.net.

Carburetors-part # on air horn C8OF-AB & C8OF-AA. FE distributors; part # on

housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

1963 Falcon Futura, fenders, trunk lid, and hood all in fair to good shape. Will consider trading various parts or cash. Bill, 985-237-2128 or billgallop@hotmail.com. LA.

1960-1966 Falcon parts, large selection. Parts added weekly. Check my ebay store: Montana's Fantastic Finds or email me at mak3@ttc-cmc.net. I may be able to find the parts you need. Mark, 406-376-3163.

1965 Ford Falcon Ranchero kick panels \$40. Used 1965 Ford Falcon grill good condition \$295.00. 1964-65 Falcon Ranchero bed floor pan \$45. 1965 Falcon steering wheel black \$135. 1965 Falcon Ranchero tailgate hinges \$55. 1964-65 Falcon Ranchero black carpets for automatic some fading \$60. Ford 6 bolt automatic transmission backing plate part #C5DZ-7007B \$40. New in box Accel vacuum distributor 289, 302 \$110. NOS 1974 Ford fender braces in box part #D4DZ-16A023-A \$20. 1964 Falcon splash

—Continued on page 18

1960-1970 FALCON

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Where's my ad?

All classified ads must be renewed monthly to run in the next issue. No exceptions. Please let us know if your ad is a new ad or a repeat ad. See format guidelines on page 6.

If you have email access, PLEASE email your ad to the Editor. This saves so much time on this end! If you mail an ad with an email address in it (excluding photo ads), the ad will run, but the email address will not appear. Thanks!



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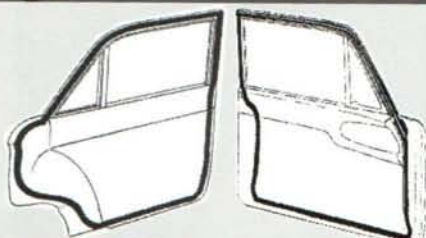
- 1932-48 Ford-Merc
- 1949-51 Ford-Merc
- 1952-56 Ford-Merc
- 1955-66 T Bird
- 1957-59 Ford/Edsel-Merc
- 1960-64 Galaxie
- 1965-72 Galaxie/LTD
- 1960-70 Falcon/Ranchero
- 1962-79 Fairlane/Torino

For a free catalog or to order parts by
part number (have part numbers ready)

1-800-476-9653

For parts assistance ordering (704)-786-8139

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C3DZ-6342084-B 1963-65 2 dr hardtop #63 ... \$67.50ea
C2DZ-6242084-A 1962 2 dr sdn #62C, 1963-65 2 dr sdn #62, 4dr sdn #54 \$77.50ea
C0DB-6642084-A 1960-65 Ranchero #66 \$47.50ea
C60Z-5442084-A 1966-67 Ranchero \$57.50ea
C60Z-6242084-A 1966-67 2 dr sdn #62 \$77.50ea
C60Z-5442084-A 1966-67 4 dr sdn #54 \$57.50ea

Falcon Scuff Plates



- C3DZ-6213208-PR 1963-65 all 2 dr except convrt \$125.00pr
C3DZ-7613208-PR 1963-65 convertible \$125.00pr

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Made of Superior EPDM Rubber



- C0DB-6421448-PR 1960-65 2 & 4 dr sedan \$80.00pr
C3DZ-7621448-PR 1963-65 hardtop & convrt \$80.00pr
C60Z-6221448-PR 1966-70 2 & 4 dr sedan \$120.00pr

4140 Concord Parkway So., Concord, NC 28027 email: info@dennis-carpenter.com

INTERMITTENT WINDSHIELD WIPERS + 2 SPEEDS

If you frequently drive your Falcon or Comet, sooner or later you will get caught in the rain. The first item of defense for good vision is RainX* or similar water repellent for glass. If you are moving at a constant speed you may not need wipers at all. When stuck in traffic or a serious downpour, the need for more than single speed wipers quickly becomes apparent. Upgrading to two-speed wipers with intermittent control is a bolt on conversion, thanks to Ford using the same basic technology for many consecutive years.

PARTS REQUIRED:

1973-79 Ford F-Series or Bronco (78-79) Wiper Motor

1978-87 Ford F-Series or Bronco Intermittent Wiper switch and wiring harness

Junkyards are your best source, but eBay is a viable alternative. The parts in a "you pull it" junk yard should cost you around \$25.00 or less. The wiper motor, switch and wiring harness in the accompanying photo's came from a 1979 Bronco. It took about an hour to remove the wiper motor, switch and wiring harness. Removal of the truck instrument cluster makes the job of removal easier.



Single Speed
Falcon/Comet
Wiper Motor

Two Speed
Falcon/Comet
Wiper Motor

F-Series
Wiper Motor

Notice that the single speed wiper motor from the Falcon is almost identical to the F-Series Truck wiper motor. The major difference is the F-Series motor has a wiring pigtail coming out of it; the Falcon wiper motor has a plug on it. The 2-speed wiper motor is somewhat different; it has a wiring harness as well as a park switch mounted on the cover. It also has different mounting locations on the bracket. Fortunately Ford made one bracket that has both sets of mounting holes.

REMOVE THE FALCON WIPER MOTOR:

To gain visibility and access, remove the speaker/ defroster grill, radio speaker and defroster ducts. If you are small, flexible, and like working while standing on your head you can skip this part! The wiper motor is bolted to a mounting plate and is held by three bolts, a 7/16" socket and a short extension will remove the bolts that hold the motor to the mounting plate. The wiper motor crank arm is fastened to the wiper arm linkage with a small metal clip. The clip will need to be removed to release the wiper motor assembly from the wiper arm linkage. Use a small magnetic screwdriver to slide the clip off (caution: it likes to fly and hide). Unplug the wiring harness and the ground wire and the assembly should be free.



Looking up at Falcon two speed wiper motor; 1963 Falcon.



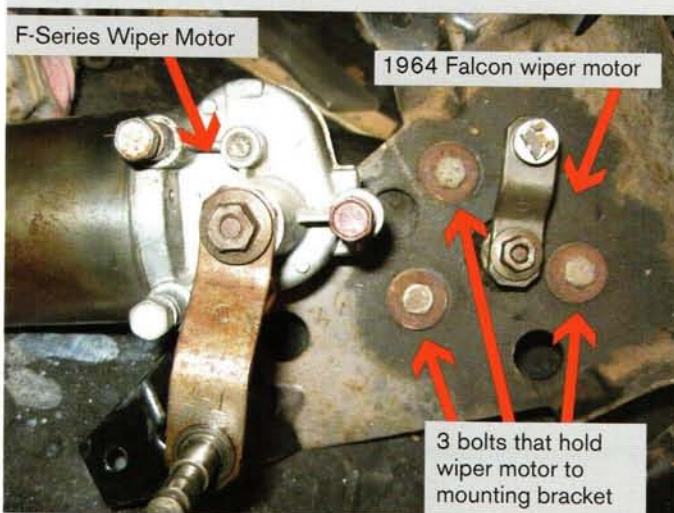
Wiper motor removed, mounting bracket not removed; 1963 Falcon.

PREPARE THE F-SERIES WIPER MOTOR FOR INSTALLATION:

With the motor and mounting plate removed, switch the wiper motors. The mounting bosses on the Falcon/Comet motor are larger in diameter, so you will need to use the rubber isolators, brass cups and bolts from the F-series wiper motor on the Falcon/Comet bracket. The F-series mounting holes are smaller than on the Falcon/Comet and it leaves a little sloppiness, but once the bolts are tightened it works OK. The crank arms are different, so the Falcon/Comet crank arm has to be swapped to the F-series wiper motor. Note that the arms are mounted 180° different from each other.



Narrow boss of F-series on left, fatter boss of Falcon/Comet on right.



Notice the extra mounting holes. The unused holes fit the 2 speed wiper motor. The single speed wiper and the F-series wiper use the same holes.



Clip that retains wiper linkage, don't lose it!



Ground strap

Notice the difference and direction of the wiper motor crank arms (Falcon motor is still mounted to the bracket). Remove arm from Falcon motor and attach to F-Series motor facing the same direction. 180° different from the F-series crank arm.

The F-series wiper motor should be grounded to the mounting bracket. Make up a ground strap that will ground the wiper motor to the mounting bracket.

—Continued on page 16

CONVENTION UPDATE

MALL OF AMERICA

When "Falcons Fly North" in July you may want to visit and enjoy one of the new wonders of the modern world, the Mall of America®.

Rather than write about the various individual attractions you will find at the Mall of America® which would take a long, long time, consider the following:

MALL OF AMERICA® FACTS

- Cost to build - \$650 million
- Economic impact - Mall of America contributes more than \$1.8 billion in economic impact activity annually to the state of Minnesota
- Gross leasable space: 2.5 million square feet
- Gross building area: 4.2 million square feet
- Number of stores: More than 520
- Sit-down restaurants: 20
- Fast food restaurants: 30
- Specialty food stores: 36
- Movie screens: 14
- Employees: 11,000 year-round, 13,000 during summers and holidays
- Parking spaces: 12,550 on-site
- Walking distance around one level: .57 miles
- Total store front footage: 4.3 miles



- Key attractions include The Park at MOA™, Underwater Adventures® Aquarium, LEGO® Imagination Center, Dinosaur Walk Museum, A.C.E.S. Flight Simulation, NASCAR Silicon Motor Speedway, Bloomingdale's, Macy's, Nordstrom and Sears.

DID YOU KNOW?

- 258 Statues of Liberty could lie inside the Mall
- If Mount Rushmore was divided into individual monuments, a president could reside in each of the Mall's four courts
- Mall of America is big enough to hold 32 Boeing 747s
- Seven Yankee Stadiums can fit inside Mall of America
- If a shopper spent 10 minutes browsing at every store, it would take them more than 86 hours to complete their visit to Mall of America
- There is no sales tax on clothing in Minnesota

Leave your Falcon at the hotel and take a free shuttle to enjoy this huge marvel. Remember, however; to wear comfortable walking shoes; you will need them.

Have you registered for the 2007 Falcon Club of America National Convention? **IF NOT, WHY NOT?**

See you in July, Your friends in the Northland Chapter.

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Falcon



JAD90750WHT

'64 FALCON

1:24 DIE-CAST MODELS



JAD90749

From the Big Time Muscle collection come these new 1964 Falcon die-cast models. They feature opening doors as well as opening hoods and trunks.

Black JAD90750BLK
Blue JAD90750BLU
White JAD90750WHT

\$18⁹⁵ ea

Flat red or black with changeable wheels. You can opt for the Kustom set or the Pro Street style wheels with a high profile. Please specify color when ordering.

JAD90749

\$18⁹⁵ ea



'65 FALCON IOWA SHAKER 1:25 MODEL KIT

Kit features white and chrome plastic parts, decals and instructions. Paint and cement not included. *Limited quantities.*

ER21714

\$24⁹⁵ ea

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B7AZ-2078A

'60 - '64 Front & rear

'65 Rear

B7AZ-2078A

'65 - '66 Front

B4AZ-2078A

Regularly priced at \$19.95 ea

SALE*

\$29⁹⁰ set of 2

* Sale prices good until 2/28/07. Must mention this ad to receive sale prices.

'60 - '61 FALCON HOOD LETTERS

FORD

Excellent reproduction made in the U.S.A. Each letter comes with attaching hardware.

C0DB-166060AD

Regularly priced at \$49.95 ea

SALE* \$44⁹⁵ set

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'65.....CDSM65

'66.....CDSM66

'67.....CDSM67

'68.....CDSM68

\$24⁹⁵ ea



'65 - '72 Ford Master Parts Catalog on DVD-ROM

This DVD-ROM is the original Ford Master Parts catalog with all part numbers and illustrations for 1965-72 cars and 1966-72 Bronco. Over 6,000 pages, 10,000 part numbers and 1,000 diagrams. This DVD features printable pages and a high resolution format. Requires Windows Intel® Pentium® processor Microsoft® Windows 98, Windows 2000 with SP2, Windows XP Professional or Home Edition, or Windows ME, 128MB of RAM, Microsoft Internet Explorer 5.5 or higher, and a DVD drive.

FCMP6572

\$29⁹⁵ ea

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Both feature the correct black and gray paint scheme.



'63 - '65 Upper

C4DZ-3082R

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SALE* \$139⁹⁰ pr



'62 - '65 Lower

C4DZ-3078A

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SALE* \$79⁹⁰ pr

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KY33053



KY31069

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'60 - '70 Front

KY33053

Rear

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Regularly \$99.80 set

SALE* \$78⁰⁰ set

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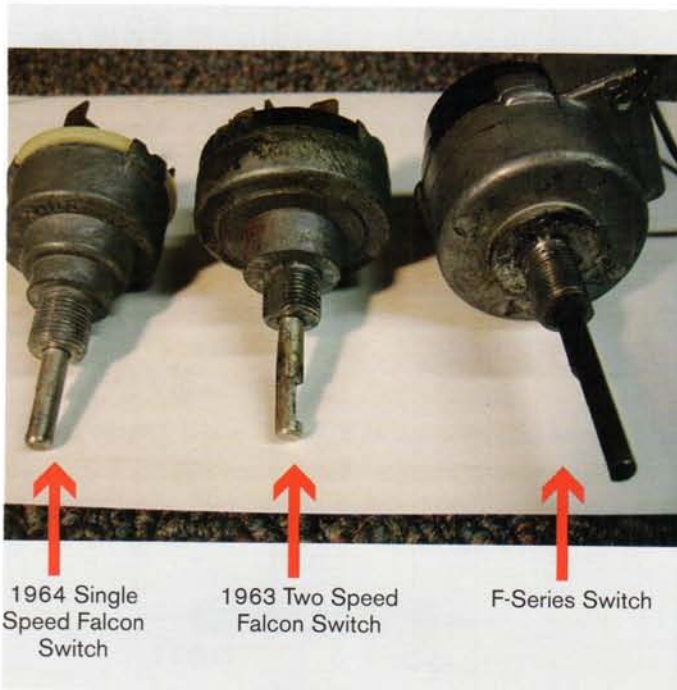
—Continued from page 13

INSTALLATION OF THE F-SERIES WIPER MOTOR:

Place the F-Series wiper motor and mounting plate back in the car. Once the motor is secured, slide the wiper arm linkage on to the wiper arm. Be sure to put the original washers on each side of the linkage and then put the clip back on. Push the mounting plate into position and install the three bolts that hold it in place.

PREPARE THE F-SERIES SWITCH:

The shaft on the F-series wiper switch is 1/2" longer than the Falcon wiper switch. Carefully shorten the shaft on the F-series switch. Notice the flat spot on the Falcon switch, you may need to grind or file a similar flat spot on the F-series switch.



REMOVE THE FALCON WIPER SWITCH:

Loosen the Allen head set screw that retains the switch knob. The knob will pull off the shaft. Behind the knob is a retainer nut that holds the switch and the bezel to the dash. There is a special tool (1960-1965 FORD FALCON BEZEL REMOVAL TOOL \$17.95 Item # T-110 @ Falcon Enterprises) that will remove the retainer nut; I have had luck removing the nut with needle nose pliers. Another option is to wrap the bezel with tape and carefully use channels lock pliers to loosen the bezel nut. Use caution as you will need to use the bezel and retainer nut for the F-series switch. Once you have the retainer nut off, pull the switch out of the dashboard from behind.

INSTALL THE F-SERIES WIPER SWITCH:

Plug the F-Series wiring harness into the wiper switch. Slide the cone washer on the shaft and push the assembly into the dashboard. Both wiper switches have a flat spot on the housing. This flat spot orients the switch so the words on the bezel face up. The F-Series switch is larger and may not want to be rotated into the proper position because of interference from the headlight switch. The easiest way to correct this is to position the switch so it fits tight against the dash, then mark the 12 o'clock position on the switch housing. Remove the switch and carefully note the relationship between the new position of the flat spot on the shaft to the original Falcon switch. Grind a new notch in the cone washer that will correctly position the bezel on the dash. Place the switch back in the dash and secure the retaining nut. Install the knob with the set screw facing the flat spot on the wiper switch shaft.



WIRING:

There is no need to cut into the wiring harness. In each case you want to solder a female spade connector on to the orange-white wire coming from the F-series wiper motor harness. It is recommended that an in-line fuse holder with a 10 amp fuse be placed in the circuit for extra safety. The black ground wire that is attached to the intermittent wiper switch should be fastened to a good ground.

Three possibilities exist to connect the intermittent wipers to the existing wiring harness:

1. Single or two speed wiper motor and no windshield washer pump.
 - The orange-white wire coming from the F-series wiper motor (female spade connector) motor should be plugged into the Falcon wiring harness wiper plug orange-white wire.

For Falcons/Comets with a foot operated windshield washer, you will want the wipers to sweep when you depress the wiper/washer pedal. To make this work, it is necessary to supply power to the F-series wiper pedal when the switch is depressed. A second spade connector is soldered to the orange-white wire feeding the F-series wiper motor.

2. Single speed wiper motor with a windshield washer pump.
 - The orange-white wire coming from the F-series wiper motor (female spade connector) should be plugged into the Falcon wiring harness wiper plug orange-white wire.
 - The second female spade connector should plug into the Falcon wiring harness wiper plug orange-white wire.
3. Two speed wiper motor with a windshield washer pump.
 - The orange-white wire coming from the F-series wiper motor (female spade connector) should be plugged into the Falcon wiring harness wiper plug **orange-white** wire.

The second female spade connector should plug into the Falcon wiring harness wiper plug **orange-white** wire.

WRAP IT UP:

Before you begin to test the new wiper motor, check to make sure that you do not have any wires tangled in the wiper mechanism. Then, run a test to check to see that the wipers work in both low and high speeds (turn knob clockwise). *Don't forget to turn the key on.* Then test the intermittent function (turn knob counterclockwise). The delay function increases speed the more you turn it counterclockwise. If everything checks out, you will need to fasten the intermittent regulator someplace. Using a wire tie and strapping it on top of the steering column is one possibility. Carefully tie up any hanging portions of the wiring harness. Again use wire ties to tidy things up. Once satisfied that everything checks out, put the dash area back together.

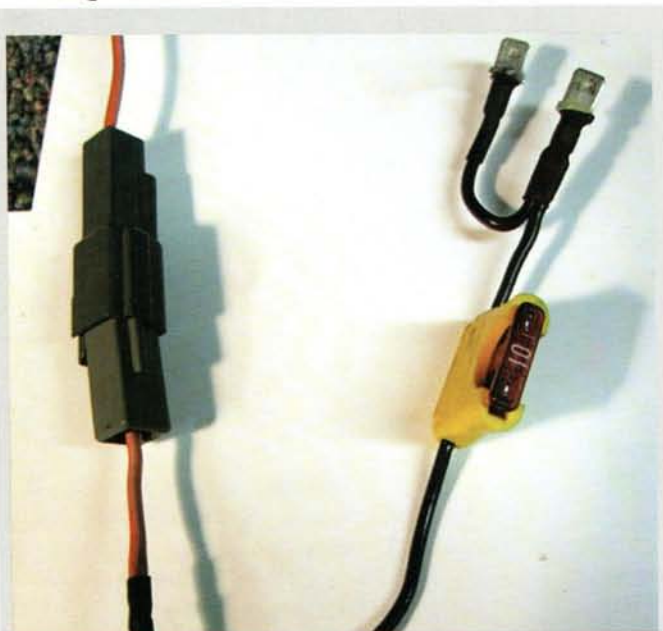
The first time it rains and you have options on sweeping the rain off the windshield, you will be extremely pleased with the intermittent wiper upgrade. Best of all, it bolts on and does not change the looks of your classic Falcon or Comet.



Dick Harrington of Delhi, New York is a recent member of the Falcon Club of America (#12563) and a valued contributor. His cars include a 1963 Sprint Hardtop, 1963 Sprint Convertible, and a 1965 Comet Cyclone. His black Sprint hardtop was featured in the September 2006 issue of *The National Falcon News*. See his other tech articles; "Conversion of Single Bowl to Dual Bowl Master Cylinder" in the September issue, "Drivers Side Fresh Air Inlet Vent Upgrade" in the October issue and "Conversion to a Hydraulic Clutch" in the November issue.

Have a Tech Tip? Send it to the Editor at the address on page 3.

Neither the Editor nor the FCA assume responsibility for any information contained in Tech Tips.



The gray connector (on the left) is from the F-series wiper motor wire harness. Soldered to it an inline fuse holder and two female spade connectors. The spade connectors will plug into the original wiper switch plug.

Classified Advertising (con't)

-Continued from page 11

apron needs some work \$50. 1967 Ford Thunderbird black power bucket seats very good condition, can deliver to Rhinebeck NY Car Show in May or Syracuse Nationals in July \$395. 1963 Falcon splash apron excellent condition \$85. Vic Falcone, vfalcon64@aol.com or call 518-355-7756. NY.

1960-65 good used parts. Hoods, \$75-\$100. Fenders \$75-\$100. Tailgates \$65. Also mechanical parts. George, 817-457-6410. TX.

1963 Falcon parts for sale: 1-1963 Falcon radio, works \$65. 1-Convertible adjusting rod to trunk \$35. 3-Aluminum trim piece around speedometer \$30. ea. 6-Plain tail light lenses \$7. ea. Tom Maslanka, 860-583-6359. CT.

30 year collection 1960-65 Falcon used parts. Retired. Jim, 713-645-1218, home after 3PM, CST. Cell: 713-306-2843. Houston, TX.

For sale: NOS manual transmission. Flywheel for 1963 Falcon, part # c3oz 6375e, still in the box \$75. All 4 doors for a 1963 falcon 4 door, blue exterior & blue door panels, chrome around top of windows. all \$100. Bob Malone, 800 W. 6th St. Chadron, NE 69337. 308-432-5108 or pestsgo@gpcom.net.

1963 Falcon NOS: V8 arm and bushing \$175; 6 cylinder exhaust manifold \$170; hood hinges, do not take springs, \$50 pair;

temperature cable \$30; License light lens \$20; fuel gauge \$75; temperature gauge \$75; quarter molding Futura \$135. ea.; door molding Futura \$100 ea. Many more. Frank G. Stewart, 440-282-6277. OH.

Brand new: GT40 aluminum cylinder heads, \$950. NOS parts: CODR-7A039-B trans. ext. assy, \$30. CODB- 6404144-A & CODB-6404145-AP visor brkt. \$10 each. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch & wire assy, \$15. CODZ-7210-B shift selector lever, \$55.

Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO.

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at www.wartysfalconparts.com or call us at 301-349-2666. Mike Garrett, MD

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135.00. Specify engine size and year. Bands \$45.00 each exchange, adjustable modulator \$15.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 evenings. www.autotran.us.

1964-65 5 bolt 289 cu. in. long block, factory 4-V intake manifold and valve covers. All crankshaft bearing surfaces and

cylinder walls look good. Block casting # C40E6015C. \$300. Gene Heid, 419-562-4594. OH

Chrome (Round) master cylinder cap 1960-65 \$10. Chrome heater knob set 1964-65 \$8. Chrome heater control plate 1964-65 \$9. Newly upholstered Sun Visors (Brown) 1964-65 Ranchero \$30. Sun Visor brackets and rods 1964-65 Ranchero \$10., or brackets, rods and visors \$35. New lug bolts (4 bolt hubs only) hard to find \$2. each. Negative post battery switch (new) \$6. Original Falcon fuse box, with 6 inch color coded leads \$5. Light switch shaft, Black knob, mounting and bezel \$9. Glove box cables \$5. Pair. Striker plates 64-65 Front or Back doors \$5. each. New Hood or Trunk letters 1964-65 F, A, L, O \$2. each. Under dash Radio mount \$10. Tailgate Latches 64-65 Ranchero or Wagon \$10. pair Tailgate holder (not a cable) 1964-65 Ranchero or Wagon \$8. Heater control levers and 3 cables (complete) \$15. Door step moldings 30 inches long unknown year \$10. pair. Rear trim molding for 64-65 Futura (aluminum), gas cap hole in center \$40. ALL ITEMS PLUS SHIPPING. Call Ray at 505-524-3371 or 65falcon@zianet.com or P.O. Box 3, Fairacres, NM. 88033

C-4 automatic transmission, with rear crossmember to fit 1963-65 Falcon. With the C-4 are 302 block plate, 28 oz. flex plate, TCI 2000 rpm stall torque converter and 6-bolt smaller style bell housing. 6000 miles on the transmission rebuild. Has B&M shift kit, heavy duty clutch pack and TCI deep aluminum oil pan. Transmission is clean and spray painted with POR-15 Silver paint. \$450. Gene Heid, 419-562-4594. OH

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO. 2019.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

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IN MEMORY OF GEORGE AND KATHLEEN BURNHAM MASON DIXON CHAPTER, FCA

Large 25 year collection of good used parts for 1960 thru 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts too numerous to mention. Also some parts for Comets and Fairlanes. Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357.

Information Wanted

I am looking for the gentleman I met at the Indianapolis meet with the beautiful 1966 who said he would sell me his rear bumper for my 1967. I think his name was Jerrold. Please call Skip Mutchler at 815-730-9060. IL.

Miscellaneous For Sale

Shop Manuals by Ford: 1960-63 \$34.95
1964-68 \$49.95 ea. 1969-70 \$59.95 ea.
1963 Owners Manual: \$14.95 Part
Interchange Manual: 1960-65 or 1963-70
\$39.95 ea. Falcon 140 page Road Test book
1960-70 \$19.95 Hardcover Falcon history
book \$39.95 Alex Voss 4850 37th Ave. So.
Seattle, WA . 98118. 206-721-3077.
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Just a short time ago, the Mason Dixon Chapter suffered the loss of Kathleen Burnham's passing. She died on December 4, 2006, after a long bout with cancer.

Just three weeks later, Chapter members were notified of her husband George's passing. He died Christmas day after a long fight with stomach cancer. As the story goes, George, having lost a lot of weight and feeling he was failing quickly, called his family together on Christmas Eve. He told them it was time for him to go and be with Kathleen. He wanted to celebrate Christmas Day and her birthday, which falls on New Years Day, with her. On Christmas Day, after spending some more time with his family, George went to join his beloved Kathleen. After being under hospice care for some time, they are both now resting in peace.

The funeral for George was on the 28th of December in Reisterstown, MD. Several Mason Dixon Chapter members were present with their Falcons. We were asked by the family to take a place near the front of the procession for the trip to the cemetery. They said George would have wanted that. Several Fire trucks (one being an antique) led the procession. George had been a Pikesville, Maryland volunteer fireman for over 40 years. During the funeral service, while reviewing George's life, the pastor told of George's affiliation with the Mason Dixon Chapter, Falcon Club of America. It was a great service and all of his four children and grandchildren were present. One of George's grandsons gave a nice talk about George's keen sense of humor and his constant practical jokes. It was very uplifting and came from the heart.

George and Kathleen will be certainly missed by their many friends in the Falcon Club. If you didn't already know—George was one of the seven charter members of the Mason Dixon Chapter which was founded in 1983.

George was our Vice President when I first met him in 1985.

George would be the first to tell you that he could not write very well. But somehow (before all this technology stuff

came along) George wrote a newsletter freehand (along with event fliers), made copies, and sent them out to our membership. George and Kathleen had two Falcons, the White 1963 Squire wagon and a Red 1963 Futura that he purchased several years ago. George bought the Squire in 1981 at a club meeting. It had sat for several years and needed repairs from a minor accident. He quickly restored it and had kept it in like-new condition. The Squire has won many awards at Regional and National Conventions and is the car you'd think of when reminiscing about George.

The Mason Dixon Chapter has made a donation to the hospice that cared for George and Kathleen during their illnesses. We will all miss George and Kathleen and it is certain that our lives have been enriched by their presence.

Phil Barber, Editor
Mason Dixon Chapter, FCA



—Continued from page 9

three dimensional pattern, carrying out the Hot Wheels and beach and surf-board theme. He further customized the Falcon with air conditioning and a floor shifter.

The Falcon caused quite a sensation at the National Meet in Nashville in 2002, when he pulled into the already crowded parking lot late in the day, after flying in from Delaware. At that meet, he had the surfboard on the roof, custom painted to match, of course. There were over 300 Falcons at the Nashville Meet and to his delight and surprise, J.R. took Best of Show at his first Falcon Show. He has entered the Falcon in the Masters Class ever since winning that Best of Show award saying, "I'm not a trophy hunter. Once you've won Best of Show, it's time to step back and give others the chance to compete." The Masters Class is specifically designed for cars that have won the top awards, although J.R. had to convince the folks at Indy that he belonged in Masters, since his Falcon is so heavily modified—but Best of Show is Best of Show!

J.R. had to get permission from Mattel to use the Hot Wheels name, since he modeled it on the matchbox cars from childhood. If you recall, at Nashville, it was "Hot Wheelz." Naturally, he wanted to get it just right.

J.R. and Pat credit their family and friends for getting the project kick-started after their daughter, Kirsten, was killed in a car accident ten years ago. J.R.'s brother, Tom was a major force in getting the project going and it became a way to heal and move forward. Unless you look closely, you may miss the ghost painted tribute to Kirsten painted on the left rear bumper, "In Loving Memory."

J.R. and Pat love to cruise around in Hot Wheels, having "lots of fun with the kids" and gathering stares, nods of approval, thumbs-up, and lots of attention wherever they go!



George Barris (of batmobile fame) saw the car at the Ocean City, Maryland Spring Cruisin' Car Show. He loved the car and took "pix pix pix and more pix." Of course he had lots of questions and I had answers for him on how the car was done." That is when he signed the stainless radiator cover for J.R.

The Transformation



The 1966 wagon



The 1968 donor car



Combining the two cars



One version of flames



Brother Tom helped J.R. get started.



Everybody pitched in.



Mother in law...



Granddaughter...



Niece...



In Loving Memory of daughter Kirsten

Editor's Note: This is the seventh in a series of articles about FCA members and their Falcons, photographed and interviewed at the 27th National Falcon Convention in Indianapolis in July 2006. There were so many nice Falcons, and people, that the Editor went on a weekend long quest for photos and stories of members and their cars. It turned out to be a very rewarding and satisfying process. If you and your Falcon were not part of the Indy Individual series, there's still another chance! Coming up in July is the 28th National Falcon Meet in Bloomington, Minnesota. This could be your chance to have your very own **Minnesota Moment**. The Editor will be photographing and interviewing again for the entire weekend for another series of articles to run in *The National Falcon News*. Interested? Email me and let me know you will be there and are interested in an interview and photo shoot. I will make a list of names (include year and model of Falcon) and I will try to look you up. Or just flag me down at the show, I'll be the one with camera and notepad! It would also be very helpful to have your Falcon's specs written up (year, model, paint color, engine specs, custom items, extras, etc.); that way I can make sure to get it right. See you in Minnesota!

Upcoming Features: New FCA Members Board Members' Falcons

NEW MEMBERS: As a continuing effort to showcase new FCA members and their Falcons, we are calling for photos and stories from new FCA members to be featured in future issues of *The National Falcon News*. If you have recently (within a year) joined the FCA, please send your stories and photos to the Editor at the address on page 3. Please indicate on the material that this is a new member feature. See new members stories on page 4 of this issue. Not-so-new members: we want to see your Falcons too, so send 'em in!

BOARD MEMBERS: Unfortunately we don't have any Board Members' Falcons in this issue. We are still waiting for Frank Bell, Cliff McKay, Kent Whisenhand and Mark Sword to send in their stories. Let your Board members know that you want to see your Board members' cars in *The National Falcon News*!

IMPORTANT!

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Contact Ruby Throgmorton,
Correspondence Secretary
for all membership issues.
Her info on page 3.**

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CALENDAR OF EVENTS

37TH ANNUAL FLEA MARKET/CAR SHOW

At the Fitchburg, Massachusetts Airport. Sunday April 15, 2007. Take route 13 from route 2, (EXIT 32) follow signs; the site is 13 miles west of Rt. 495. Admission \$5.00, children free, 8:00AM-1:00PM. 20x20 space, rain or shine, all outdoors, \$30.00 pre-registration, \$35.00 at the gate. Toy vendors welcome. Vendor registration package: Early Ford V8 Club N.E., C/O 4983 Jericho St., White River Junction, VT 05001. Necessary calls; V8 hotline@781-272-1114.
V8f1earnmarket@yahoo.com

12TH ANNUAL FLORIDA FALCON SHOW

Hosted by the Suncoast Chapter, FCA. April 27-28 in Lakeland, FL. Use registration form in this issue. More info, Joe Stowe: 863-858-8264.

ALL FORD SHOW

May 20, 2007 in Olathe (Kansas City area), Kansas. Sponsored by the Mid America Chapter More info: 913-592-3571

BLUEGRASS CHAPTER REGIONAL MEET

May 25-26, 2007, Louisville, Kentucky. Use the registration form in this issue to register! More info: 503-231-8785

28TH NATIONAL FALCON CONVENTION

July 12-14, 2007 in Bloomington, Minnesota. Hosted by the Northland Chapter, FCA. Mark your calendars for the National Meet to be held in beautiful Minnesota! The Northland Chapter has plenty of family friendly fun lined up. Use the registration form in this issue to register now! Information: www.northland-falcons.com.

4TH MASON DIXON CHAPTER REGIONAL

August 17-19, 2007. We will once again be at the Ramada Inn Conference Center, 1700 Van Bibber Road, exit 77A off I-95, Edgewood MD. The rate (if booked prior to August 1) is \$69. This includes a continental breakfast. more info: Mike Garrett at 301-916-3323 or msgarrett35@msn.com.

44TH ANNUAL DAS AWKSCHT FESCHT, MACUNGIE, PA

This three day show, the first weekend in August, with over 3000 cars, is one of the largest antique and classic car shows on the east coast. This year the Ford Falcon is the feature car! Call or email Bruce Wolfe for information for FCA members to display their Falcon for just \$10.00 for all three days, 717-469-7252 or afalcon@paonline.com. The organizers of this meet always promote a "Feature Car". In 2007, the Ford Falcon will be the feature car. About 12 of the feature cars are displayed in a 40 x 100 tent. The cars are displayed with lots of memorabilia There will also be a large display of Falcons outside the tent. The Keystone Chapter is subsidizing the daily \$10. registration. Hopefully this will produce a lot of Falcons for the Feature Car Display.

11TH NORTHEAST REGIONAL FALCON MEET

Hosted by the Northeast Chapter, August 24 & 25, 2007. Sturbridge, MA. Check web site for more details at www.northeastfalconchapter.com.

12th REGIONAL FLORIDA FALCON SHOW

LAKELAND, FLORIDA

APRIL 27-28, 2007

SHOW REGISTRATION FORM



Name _____ Spouse/Partner Name _____ FCA # _____
(last) (first)

Street/P.O. # _____ City _____

State _____ Zip Code _____ Phone _____

Signature: _____

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Year: _____ Model: _____ Body Style _____ Category _____

Registration for: Before April 1, 2007 After April 1, 2007
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No Vehicle \$10.00 \$15.00 \$ _____

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Regional Meet Information: Joe Stowe
863-858-8264

Make checks payable to: Suncoast Chapter, F.C.A.

Hotel Information: Quality Inn and Suites
4645 N. Socrum Loop Road (Exit #33, I-4)
Lakeland, FL 33809
863-858-1411
Room Rate- \$59.95 + tax , Mention Falcon Club

FALCON FAMILY PHOTOS



SHARON SWOYER of Topeka, Kansas and Betty, her 1964 Falcon convertible. Sharon displayed her Falcon at the Ol' Marias River Run in Ottawa, Kansas in September 2006 and sent this photo shortly afterward. If you know Sharon, try to convince her to join the FCA! We're always looking for great Falcons and great Falcon people!



JACK EMERICK's 1966 Falcon. Jack has owned it for two years, having found it in a nearby field. The Falcon was bought new in Jack's hometown of Lakeland, Florida. The '66 is a factory 289 w/2 barrel, automatic transmission and driven daily.



WAYNE BAUGHMAN of Liberty, Missouri was looking for a Mustang when he found this beauty at a garage sale! He says "My wife loves it!" Wayne should consider bringing the Falcon to the All Ford Show sponsored by the Mid America Chapter on May 20. See details in the Calendar of Events on page 22 of this issue.



COLLEEN KIRK of Hamilton, Ontario writes that she and her husband, Robert Kirk have been members of the FCA for a number of years. They both enjoyed the Falcon and the events the FCA offered. Robert passed away in January of 2006 and Colleen is looking to sell his 1963 Falcon Sprint. It has a 260 V8, with new headliner, carpet and window rubber, within the last three years. The car is restored with parts from Dave Campbell of the Ontario Chapter. She is asking \$13,500 OBO. Contact Colleen at 36 Cheever St., Ham., Ontario L8L5R7 or 905-577-0652.



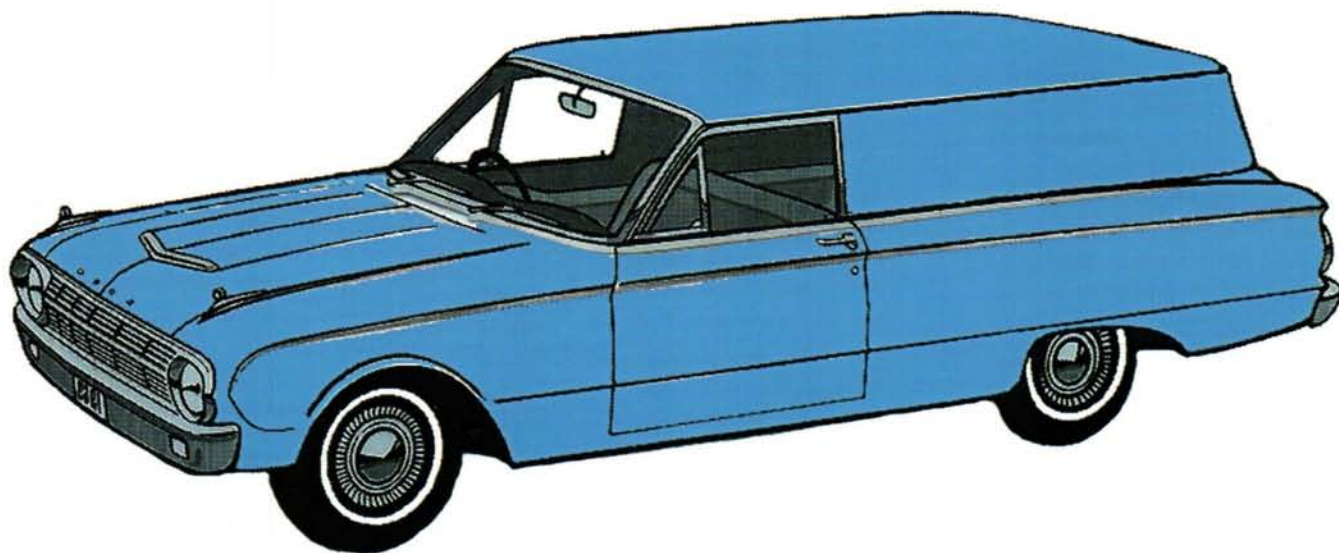
FRED DUCCINI of Golden Valley, Arizona writes "Please put my Falcon in your book," and adds that his 1965 Sedan Delivery is "Not for Sale!" It has a 302 V8 with automatic transmission.



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Editor's Engine Adventure

My 1962 four door Falcon sedan has been a great car. We bought it in July of 2000 from a local fellow who was going to advertise it in The National Falcon News (one perk of being Editor—I get to see the ads first!)

When my husband, Jim, saw the photo of the car with the ad, he said "We ought to take a look at that little car." It had 32,000 original miles and the only thing that needed replacement was the cloth part of the seats, the rest was perfect.

At the time, I had a 1963 four door Falcon sedan that I had bought in Columbia, Missouri from another FCA member in 1997. It had 100,000 miles, and a little rust in the front fenders but the interior was good. Jim convinced me that interior work on the '62 was easier than repairing the rust on the '63. We went and drove the car and brought it home that day. I have never been sorry that I switched the '63 for the '62. In 2000, after we returned from our first National Meet where we actually had a Falcon (Jim's 1963½ Spring convertible), we sold the 1963 to a guy in the rock band Wilco, who drove it back to Chicago.

The '62 putted right along and I got many more complimentary comments on it than I had on the rusty '63. I always have to plan extra time when getting gas or going to the grocery store for people to talk about the Falcon. You know; "My grandmother had one of those," "I learned to drive in a Falcon," "What year is that?"

Fast forward to summer of 2006. By this time, the Falcon had about 63,000 miles, all original, and 30,000 of which I had put on the car as my daily driver for the last six years. One day in June, I went to meet Jim at his office for lunch and the car was making a funny, ticking sound. When we got done with lunch, we checked the oil and it was quite low. So I filled it up with oil and prepared to drive home. Jim had given me his AAA card and his cell phone "just in case," since I seem to be the only person in the

world who doesn't have a cell phone. After filling it up with oil, it sounded fine, so I gave him back his cell phone, but kept the AAA card. Good thing...



George, upcoming Indy Individual

After leaving the office, I was on the highway ramp, just about to enter traffic when there was this very loud, final sounding metallic THUD in the engine. The engine stopped dead, and I managed to steer onto the shoulder. I tried to start it again; no noise, no action, no clicking, nothing. When I got out and looked under the car, all the oil I had just put in it was pouring out. Guess I should have kept the cell phone, although my personal theory about cell phones is that even though I don't have one, everyone else does. So I got out of the car and stood on the highway with my hand to my ear, needing a phone. Lots of cars passed me, but soon one stopped. It turned out to be Stan Sikorski, a friend, and the representative of the prepress company that prepares this magazine each month for printing.

I called AAA and when the tow truck came, the driver took one look under the car and said "Looks like the engine's blown." We towed it to the local garage and they concurred, so we dragged it home.

Jim started taking it apart and discovered a large hunk of twisted metal somewhere that it definitely wasn't supposed to be. So began the search for a new engine. After determining that it would be easier to buy



Thanks to all!



George and Rod Crawford



Ron's not too busy!

an engine and transmission instead of matching up a new engine with the old transmission, I started asking around. I happened to be in contact with FCA Vice President James Baxter and he put me in touch with George Houck, who had a 170 cu. in. engine and transmission ready to go. The only problem was George was in South Carolina and I am in Kansas. But the National Meet in Indianapolis was coming up and George was trailering his 1965 Pro Street to the show. He could bring along the engine if I could find it a ride back home.

After checking with several folks I knew who trailered their cars and might be passing through Kansas City, I was talking with a new member of our Mid America Chapter, Rod Crawford, who was attending the Meet with his dad and his newly restored 1964 convertible. Normally, he would have

Back on the Road!



From truck... n152517



To trailer



It's a dirty job...



The transfer



Onto the Gator



-Reassembly

driven it, that being the fun part, but since it was the Falcon's first time out, he decided to be safe and trailer it. What luck for me! Rod graciously agreed to bring the engine home to Kansas City on his trailer. It turns out he lives just about a mile from us!

At the show, lots of folks stepped up to help when it was time to make the actual transfer. Ron Thomas even took time out from being very busy to round people up with his megaphone and used the Gator for transferring the engine between trailers. The transfer went smoothly and I thank everyone who pitched in. This is the type of thing that really shows the spirit of our Club. My sincere thanks to all who helped.

Once we got the engine home, Jim took time out from his current project, a 1955 Studebaker President Speedster, to get the Falcon going again.

The 170 engine and transmission are working great. The new engine has been bored out, so it runs a little hot and the transmission needs a little time to warm up, but the heater works great now! We'll have to see what hotter summer weather brings.

Rod sustained a slight dent in his Falcon's front bumper (ouch!) on the



Al and Rod brought it to Kansas



Back together again



Al, Rod and Jim, engine on the hoist

way home, but tightening down the straps secured things for a safe journey.

Thanks to all who pitched in; James, George, Rod, Al, and many others. My thanks especially to Jim; he can do anything. Oh yeah, the Studebaker is finished now too!

—Wendy



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*Two Tone colors are an additional charge, please call for pricing.

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UP105D	65 Bucket Seat Cover	pr	229.95
UPE101	64-65 Falcon, Ranchero Seat Emblem	ea	24.95
RQT64X	64 Falcon Quarter Trim	ea	59.95
RQT65X	65 Falcon Quarter Trim	ea	59.95
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CWL101	64-65 Falcon Well Liner	ea	63.95

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